



Gull (D.H. Gipsy Series II engine) entered by Mr. Guthrie's father, Sir Robert Guthrie, appears on pages 360c and 360d. (Flight photograph.)

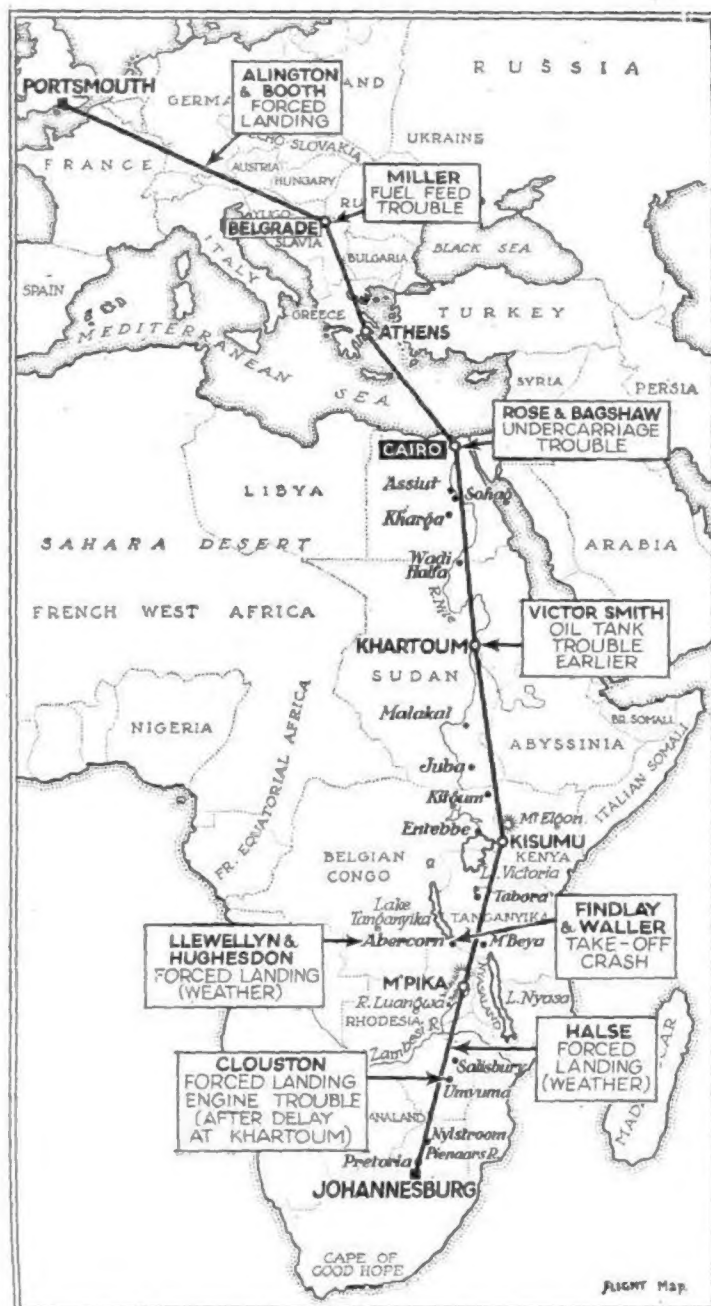
of NINE

Gull)—the Only Finishers—Won the England-Closing Stages : Progress Hour by Hour

So, out of nine starters only one machine completed the course.

Even though the competitors' average in such a race is high, it is as difficult to remain patient while awaiting news of the machines as it is to realise that no news can be obtained until they arrive at the first turning point or control. During the Australia race two years ago this preliminary silence was disturbing enough, and for the South African event the average range of each machine was greater and the number of entries much smaller. During Tuesday morning the world in general knew only that nine machines were in the air between Portsmouth and Belgrade—some of them flying at 8,000 ft. or more.

In London, at any rate, an inexplicable rumour was circulated at about 10 a.m. to the effect that Major Miller was down in France—a rumour which was to be unhappily justified in



The unhappy tale of retirements at a glance. The fact that some retirements took place off the line does not mean that the competitors were off their course; alternative courses were selected by various pilots.

a different form some eight hours later—but the first real news concerned Flt. Lt. Rose, who had landed his B.A. Double Eagle at Linz to remedy a fuel feed trouble. An hour later he was reported at Vienna.

Capt. Halse (Mew Gull) was the first to arrive at Belgrade, touching down at 12.8 p.m., and departing at 12.32 p.m. Then came Clouston (Hawk Six) at 12.42 p.m., the Envoy at 12.50 p.m., Victor Smith (Sparrow Hawk) at 2.4 p.m., C. W. A. Scott (Vega Gull) at 2.8 p.m., and Llewellyn (Vega Gull) at 2.23 p.m. Eight minutes earlier the Double Eagle had circled the airport and flown on, but Rose returned and landed shortly afterwards for a weather report.

Late on the first afternoon there was still no news of Major Miller's Mew Gull, and it eventually transpired that he had made a forced landing some thirty miles short of Belgrade. The details of this and other happenings at the turning point are given in the interesting little story, by one of the observers there, which appears on page 355.

A message from Berlin explained that Alington's B.A. Eagle was down in a forced landing near Regensburg, Bavaria, and that the undercarriage had been damaged by the rough ground. Two machines were out of the race, and there were to be more out before very long.

At Almaza airport, Cairo, the order of the leaders still remained unchanged, Halse, Clouston and Waller arriving at 7.7, 7.39 and 8.8 p.m. respectively. Three hours later Scott



(Left) The Llewellyn-Hughesdon Vega Gull being refuelled at Vienna

(Above) F/O Clouston (Hawk Speed Six) who got nearer the goal than did any of the other non-finishers. (Flight photograph.)